

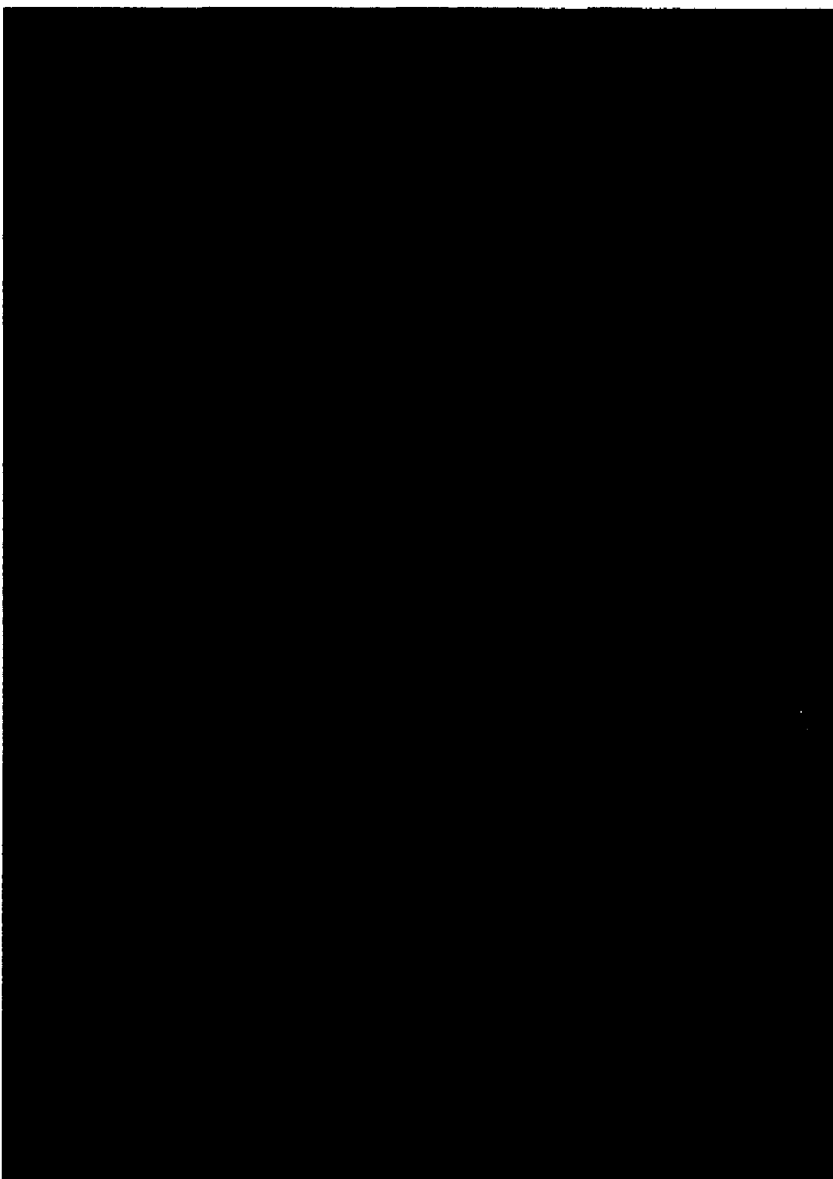
FAR SOUTH

COASTAL ZONE
INFORMATION CENTER

DEVELOPMENT AREA

JUN 14 1977

Department of Development and Planning



Illinois. City of Chicago Dept. of Development + Planning

City of Chicago, Richard J. Daley, Mayor

Far South Development Area

City of Chicago, Richard J. Daley, Mayor

Lewis W. Hill, Commissioner of Development and Planning

September 1968

Contents

page 2	Purpose of the Development Area Reports
page 3	Introduction
page 5	Planning Framework—Objectives
page 6	Existing Conditions and Recommendations
page 6	Population Characteristics
page 7	Residence
page 9	Recreation
page 10	Education
page 12	Social Programs
page 12	Public Safety and Health
page 13	Business
page 14	Industry
page 15	Transportation
page 16	Scheduled Capital Improvements
page 17	Environmental Patterns in the Far South Area
page 18	Summary

RT 165.5 . C54 1968

PURPOSE OF THE DEVELOPMENT AREA REPORTS

The Development Area reports have been prepared to inform Chicago citizens of the meaning of the *Comprehensive Plan's* recommendations for each area of the city, to aid in the exchange of information about community needs between citizens and government that is necessary to the development of a cooperative planning process, and to facilitate the co-ordination of plans and programs for community improvements. There are 16 Development Areas, covering the entire city, each with a population of 150,000 to 300,000 people and with a land area of 6 to 20 square miles.

The Development Area reports suggest land use changes, residential and industrial improvements, transportation improvements and community facilities and social programs needed to achieve the goals of the *Comprehensive Plan* in each area. The reports are intended to stimulate community discussion of issues, problems, and solutions. This discussion will lead to formulation of a planning framework for each area to be used by government and citizens for scheduling and co-ordinating programs and community improvements.

The various kinds of projects that the city undertakes need to be co-ordinated if they are to produce maximum benefits for the communities they serve. Experience has demonstrated that Chicago is too large to deal with as a whole in co-ordinating and scheduling specific projects. Thus, the Development Areas represent a very practical means of focusing the planning process on localized needs and conditions while remaining within the context of city-wide *Comprehensive Plan* policies and goals.

The recommendations in the Development Area reports are ideas and suggestions for consideration. They do not represent final plans for the areas, nor do they cover all issues. The reports recognize that not all planning problems have clear or immediate solutions and in some cases, questions are raised in the expectation that the best solution will evolve only through community discussion.

The Review Process

Four steps will be followed in reviewing and

revising the Development Area reports:

—Each Development Area report will be distributed to civic organizations and other private groups, both within the local area and city-wide.

—Representatives of City Government will meet with groups and individuals in each area to discuss the report. Findings will be modified, other ideas sought, and approaches to resolving issues will be explored.

—Appropriate revisions in the proposals will then be made, which will result in a planning framework for the Development Area. After public discussion, the planning framework would be adopted by the Chicago Plan Commission as a policy guide in reviewing projects and programs for the area.

—Using the planning framework as a guide the Department of Development and Planning will work with other agencies to modify and co-ordinate programs and projects to meet the area's critical needs and to achieve local objectives.

Chicago is constantly changing. Therefore, from time to time, each planning framework will be reviewed and adjusted or amended to reflect new needs or changes in objectives as they are identified in the continuing process of planning.

From Plans to Action

In recent years new transportation facilities, urban renewal, and other public and private developments have greatly improved the city's appearance and livability, and the opportunities and capabilities of its people. Still greater effort and further improvement will be necessary if Chicago is to meet its commitment to the strategic objectives of the *Comprehensive Plan*. In the coming years sections of the city must be rebuilt or rehabilitated to meet the rising expectations for living standards of all its people. New ways must be found for meeting social concerns, for strengthening capabilities and for broadening opportunities. Achieving the kind of city envisioned in the *Comprehensive Plan* will call for the ideas, widespread support, and involvement of all of the people of Chicago.

FAR SOUTH DEVELOPMENT AREA

The Far South Development Area is bounded on the north by 87th Street, on the east by the Dan Ryan Expressway and the Illinois Central tracks along Cottage Grove Avenue, and on the south and west by the city limits. It covers about 19 square miles, approximately 8.5 per cent of the city area; its population in 1960 was 199,100 or 5.6 per cent of the city total. The Development Area contains the entire community areas of Beverly, Morgan Park, Mount Greenwood, Washington Heights and West Pullman; it also includes most of Roseland and small parts of Auburn-Gresham and Chatham.

The settlement of the Far South Development Area occurred as a consequence of the construction of rail lines from the core of the city in the second half of the 19th Century. The associated establishment of important industrial concentrations with their neighboring tracts of workers' housing formed the communities of West Pullman and Roseland.

The establishment of the Chicago, Rock Island and Pacific Railroad commuter service encouraged the growth of the early suburbs of Washington Heights and Morgan Park which were later annexed to the city. The needs of an affluent suburban population brought about the beginnings of a settlement of household workers in the section known as Ada Park.

Much residential construction has taken place in the Far South during the past twenty years. Many of the new homes have been purchased by upwardly mobile non-white families.

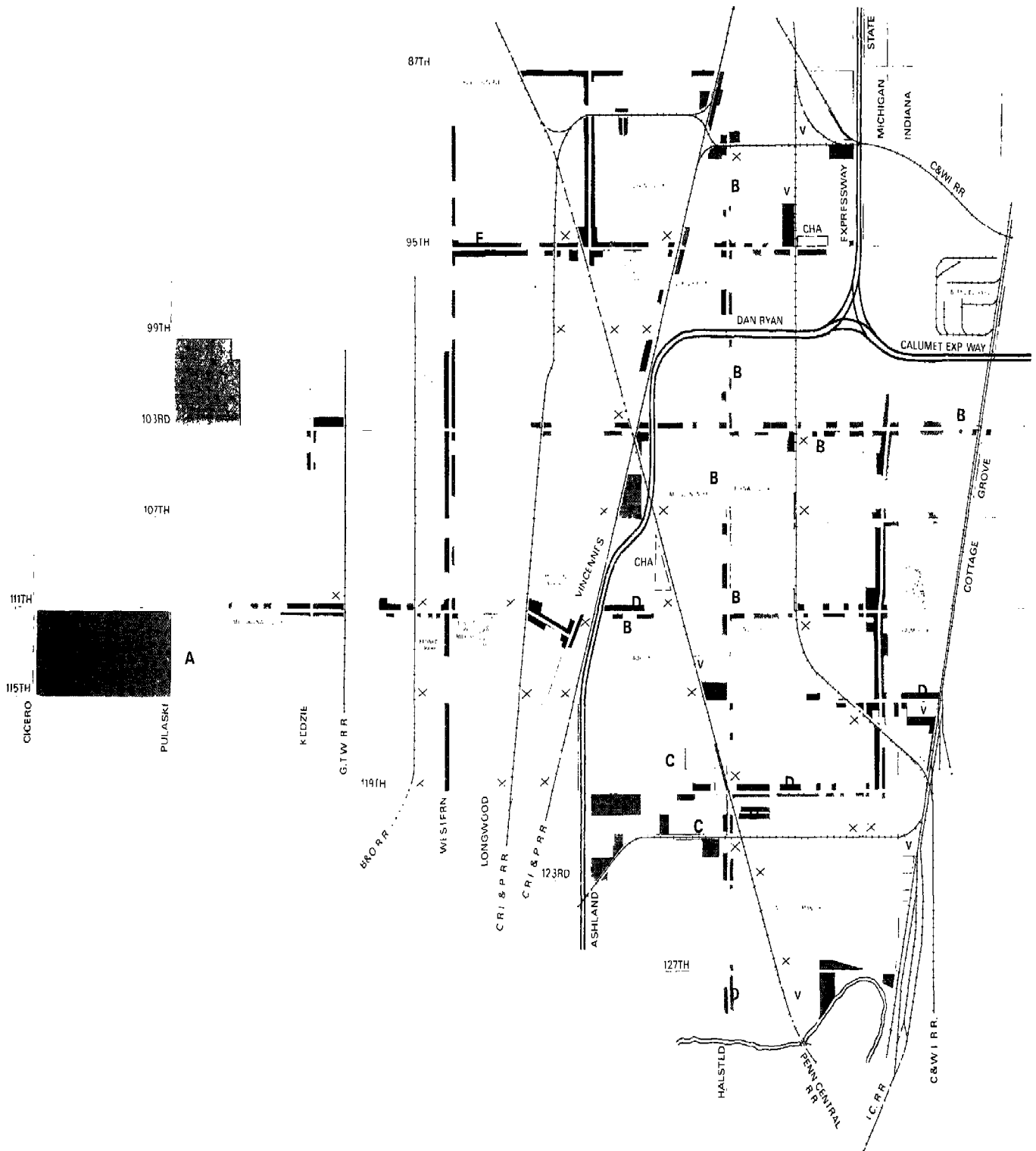
A majority of the employed males in the Development Area pursued a blue-collar occupation in 1960. The population is typified by middle to upper-middle income families living in single-family homes. Housing deterioration has not been a major factor in the area. However, a few small pockets of deterioration need attention.

The Far South Development Area is lacking in public recreation space. Public schools are generally in good physical condition, but continued population growth has led to some overcrowding and the need to employ mobile classrooms. This has reduced available play space at several schools.

The retail business development follows a linear pattern along mile and half-mile streets. This pattern has remained incomplete in many places, so that the Development Area is less troubled with commercial overbuilding and vacant and deteriorating premises than are other parts of the city.

The relatively small areas used for industry in the Far South Development Area have shown continued vitality. They, and the Pullman-Kensington industrial district to the east, provide a strong employment base. In some cases, better separation between industry and residential developments would help the total environment.

The Far South Development Area has good access to the Dan Ryan and Calumet expressways and several commuter rail lines. Many rail rights-of-way, however, criss-cross the Development Area at street level and hamper smooth traffic flow. These crossings constitute a safety hazard and their elimination should be a priority concern.



Planning Framework

Characteristics Far South Development Area

Residence in Good Condition

Residence in Need of
Some Improvement

Residence in Need of Major Repair

Business Concentration

Industry in Good Condition

Industry in Need of
Some Improvement

Park

Institution

A Agricultural Land Use

B Incomplete Development: Vacant
Frontages with Business and
Residential Uses

C Industry with Excessive Noise,
Vibration, Odor and/or Smoke

D Obsolete Commercial

E Commercial Strip in Good Condition

V Significant Vacant Parcels

X Railroad Crossing at Grade

Objectives

Long range planning objectives, based upon the improvement plan component of the *Comprehensive Plan*, include the following:

1. Maintain the predominantly low density character and prevailing high quality of residential areas through good community housekeeping and strict enforcement of the city's housing codes. Assure equal opportunity in housing for all residents.

2. Expand the existing park system taking care to relate it to school facility needs wherever possible. Increase the quality and availability of a variety of recreation programs and provide more indoor recreation facilities for year-round use.

3. Assure educational opportunities of the highest quality to all residents. Provide programs which will reach all age groups, such as pre-school classes and continuing adult education. Encourage experimentation toward new ways of providing quality education.

4. Increase public and private social programs such as: the provision of day care centers for small children, better services for the elderly, more activities for growing youth, increased family counselling, and

enlarged mental health programs. Emphasize the improvement of inter-group understanding through a comprehensive human relations program.

5. Strengthen community support for crime and fire prevention programs and provide modernized police and fire department facilities where needed.

6. Where commercial strips are deteriorating, make shopping facilities more attractive by encouraging merchants to consolidate their businesses into efficient retail and special service concentrations.

7. Intensify enforcement of all city ordinances dealing with noise and air and water pollution controls. Encourage industries and residential developers to screen unsightly installations from adjacent residential neighborhoods by the use of landscaping.

8. Improve circulation throughout the Development Area by implementing the major street component of the *Comprehensive Plan*. Give high priority to the elimination of at-grade rail crossings from main thoroughfares and to the consolidation of rail rights-of-way throughout the area.

Existing Conditions and Recommendations

Population Characteristics

With a 1960 population of 199,100, the Far South Development Area accommodated 5.6 per cent of the total city population. Between 1950 and 1960, the area gained 25,619 inhabitants.

Non-whites comprised 13.1 per cent of the population in 1960. They were concentrated north of 99th Street and east of Halsted Street, and in the Ada Park area. Since 1960 there has been considerable expansion of the non-white population in the area between 99th and 105th Streets east of Vincennes and in Ada Park, south of 115th Street. Much of this increase has been accommodated in new construction.

The proportion of people of foreign stock in the Far South Development Area in 1960 closely matched that for the city as a whole. Predominant ethnic groups were Irish, Ger-

man, Swedish, Italian, and Polish. Median family income in 1959 for all the community areas in the Far South was well above the city median of \$6738, ranging from \$7375 in Roseland to \$11,437 in Beverly. Median incomes in five census tracts concentrated in north Roseland, Ada Park, and the north-east corner of West Pullman, were below the city median; the lowest of these was \$5650. Median income for non-whites ranged from \$4167 to \$8123 for selected census tracts¹, considerably higher than the city-wide median income for non-whites of \$3804 in 1960.

The Beverly-Morgan Park area west of the Penn-Central railroad tracks and Vincennes Avenue had 65 per cent of its male labor force in white collar occupations. All other

¹Census tracts with a non-white population of over 400 persons

parts of the Development Area had proportions of white-collar male workers within a few percentage points of the city-wide rate of 37 per cent. Data collected by the Illinois State Employment Service indicate that manufacturing jobs in the two postal zones encompassing much of the Development Area increased from 12,013 in 1962 to 20,751 in 1966.

The median school years completed varied from 10.3 in West Pullman to 12.6 in Beverly, as compared with 10.0 years for the whole city. With the exception of an unemployment rate of 5.3 per cent in Morgan Park, community areas in the Far South had rates well below the city-wide rate of 5.2 per cent in 1960.

Table A summarizes social and housing data for the Far South Development Area.

Table A

Selected Social and Housing Data
for Communities in the
Far South Development Area

	Citywide	Total Far South D.A.	Roseland	West Pullman	Auburn ¹ - Gresham	Beverly	Washington Heights	Mount Greenwood	Morgan Park
Social Data									
% of population under 18 years of age—1960	31.1	33.0	31.5	34.5	28.2	31.6	31.1	39.6	36.1
% of population over 65 years of age—1960	9.8	10.8	10.9	8.9	14.8	11.3	10.7	5.7	10.6
Median family income—1960	\$6,738	N.A.	\$7,375	\$7,496	\$8,489	\$11,437	\$8,523	\$8,255	\$8,029
Median school years completed— 1960	10.0	N.A.	10.8	10.3	10.9	12.6	11.7	11.4	12.0
% white collar workers: males—1960	37.0	44.2	39.7	30.9	41.6	72.2	46.1	35.6	52.1
% unemployed: male labor-force— 1960	5.2	3.0	3.3	3.4	1.9	1.1	2.6	2.4	5.3
Juvenile delinquency ranking among 74 Chicago residential community areas—1962-65 ²	N.A.	N.A.	42.5	56.0	37.5	68.5	39.5	62	33
Housing									
% of dwelling units built prior to 1940	85.4	59.7	68.4	68.4	81.6	57.7	61.4	19.6	51.8
% of dwelling units built from 1940 to 1960	14.6	40.3	31.6	31.6	18.4	42.3	38.6	80.4	48.2
Index of building permits issued from 1962-1967 ³	5.5	9.2	6.9	15.7	17.3	3.7	9.2	7.2	10.0
% of dwelling units deficient—1960	22.6	8.9	9.3	13.5	5.7	3.4	5.1	4.1	16.2
% of dwelling units with more than one person per room—1960	11.7	6.2	6.7	8.2	6.9	4.0	7.3	12.3	11.4

Sources: 1960 Census of Population and Housing, Delinquency, Rates in Chicago Community Areas—Institute for Juvenile Research, *Local Community Fact Book* Chicago Metropolitan Area, 1960

¹Less than 1% of Auburn-Gresham is included in the Development Area. Since 1967 permit building figures are available only by community area, the index for Auburn-Gresham is based on a prorated figure for that year.

²The larger the rank number the lower the rate of juvenile delinquency. A number such as 37.5 indicated that the subject community and another community shared the same rate of juvenile delinquency.

³Index—Number of housing unit permits issued 1962 through 1967 per 100 units existing in 1960. Figure is intended to show a trend in building activity in the area.

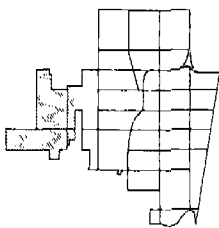
Residence

The Far South Development Area is characterized by low density, well-maintained single-family homes and large amounts of recent development.

Out of a total of 59,308 housing units in the Far South in 1960, 72 per cent—three times the city average—were single-family homes. Two-flats and other small multiple dwellings accounted for an additional 22 per cent of the housing units. Only 6 per cent of the housing units were in structures containing five units or more. Recent construction has included a growing proportion of three and four-story apartment buildings, including those constructed within walking distance of the Roseland, Beverly and Morgan Park commuter stations.

In this Development Area in 1960, housing units had a higher average size and lower average age than those in the city as a whole. Communities in the Far South experienced their greatest growth from 1900 to 1930, and after World War II. Over 40 per cent of the housing units were less than 20 years old in 1960 as compared with 15 per cent for the entire city. Even today there are tracts of vacant residential land. The relative newness of the housing supply in the Far South Development Area is illustrated in Table A.

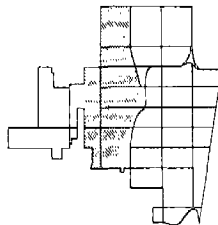
Only nine per cent of the housing units in the Development Area were considered deficient in 1960.² This rate is substantially lower than that of the city, which was 23 per cent. The incidence of deficient housing was highest in the older sections, yet pockets of blight were so small and isolated that only two census tracts in the Development Area exhibited a deficiency rate higher than the city average.



Located twenty miles southwest of the Loop, the Mount Greenwood community is surrounded by suburbs on three sides. Eighty per cent of the housing units here were built since

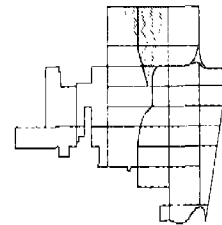
²Deficient housing includes all those units which were dilapidated, deteriorating, or substandard but lacking some or all plumbing facilities according to the 1960 Census.

1940. There are several large square blocks where homes have been built around the periphery, leaving the inner expanse undeveloped. Where public access to the interior of such blocks can be provided, a potential for additional park land could be realized. A 1960 housing deficiency rate of only 4.4 per cent suggests that, with appropriate maintenance, Mount Greenwood will remain one of the most desirable family neighborhoods in Chicago.



Some of Chicago's most pleasant residential neighborhoods are found in the area between California and Western avenues on the west, and the Penn-Central Railroad tracks and Vincennes

Avenue on the east. Construction of new apartment buildings and some town houses is continuing near commuter train stops, especially in Morgan Park.



The triangle of land bounded by the Penn-Central Railroad tracks on the west, the Rock Island Railroad main line on the east, and 87th Street on the north is characterized by single-

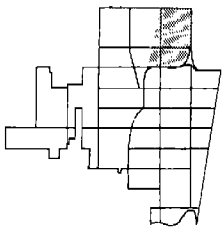
family housing mixed with some walk-up apartment buildings. Condition is generally good.

The oldest section, near 87th Street, contains many frame houses, some of which could benefit from better maintenance. The neighborhood around 89th Street has an



The wooded ridge of Beverly Hills and Morgan Park provides the setting for some of Chicago's finest homes.

environmental and safety problem in the railroad tracks which run down this street. Parts of the street are used as park-and-ride facilities.

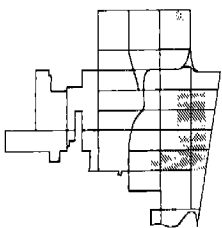


The northeastern corner of the Development Area, east of the industry lining the Rock Island Railroad's main line and north of the Dan Ryan Expressway, is an area of pleasant single-family housing, much

of it built during the last twenty years. Princeton Park, a community of town houses built about 1940, is pleasantly sited around a central school-park complex. Its curved streets effectively discourage through traffic. However, intensive efforts at maintenance would help the appearance of buildings and grounds. Immediately south of Princeton Park, at 95th Street and Wentworth Avenue, are the 118 units of Lowden Homes, an attractive development of row houses built by the Chicago Housing Authority.

New residential construction is taking place along major thoroughfares such as Halsted and 95th streets. Here some attention should be paid to design approaches that would reduce the effects of nearby heavy street traffic.

Isolated between 87th Street, the Chicago Belt Railroad at Holland Avenue and the Chicago and Western Indiana Railroad embankment is a partially developed neighborhood of older houses which could benefit from a program of intensified code enforcement. Because of its location between railroad embankments and industrial developments consideration might be given to a long range re-use of this land for industrial purposes.



The older areas of Roseland and West Pullman, dating back to 1900 and before, show signs of deterioration and the need for improved code enforcement. This area is generally bounded

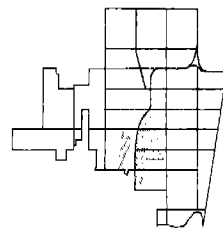
on the north by 103rd Street, on the east by Martin L. King Drive, and on the west by the Chicago and Western Indiana Rail-



Undeveloped interiors of large blocks in Mount Greenwood could possibly be turned into community recreation space

road and Halsted Avenue, and on the south by 119th Street.

Deteriorating commercial strips, especially those along 119th and 120th streets, tend to be detrimental influences upon adjacent residential uses. A triangular section between 115th Street, the Illinois Central and Chicago and Western Indiana railroads is in particular need of improvement. A 1960 deficiency rate of over 30 per cent, combined with an adverse mixture of commercial and industrial uses, suggests the initiation of a redevelopment program. An old neighborhood in the West Pullman industrial district south of 117th Street and west of the Penn-Central Railroad tracks will need similar action.



The new Maple Park Development of single-family detached and row houses covers nearly one-third of a square mile south of 115th Street. North of 115th Street, Ada Park consists

mainly of attractive single-family homes. However, in the vicinity of the shopping strip on 111th Street, and scattered throughout the neighborhood, are a number of deteriorated old houses which detract from the character of the community.

Racine Courts, a Chicago Housing Author-



With proper maintenance older houses like these in West Pullman may be retained for many years to come. They offer fine opportunities for home ownership to families with moderate incomes



These attractive townhouses at Racine Court will be offered for sale to eligible tenants by the Chicago Housing Authority.



In Ada Park deficient housing is frequently found next to substantial new homes. The community would benefit from the elimination of small pockets of blight.

ity project of 120 row house units, was completed in 1951. Present CHA plans provide for the sale of these units to tenants whose incomes have increased sufficiently to enable them to become home owners through special low interest mortgage financing. It is believed that this pilot program in Chicago will prove useful throughout the country.

In the corridor between the Rock Island railroad commuter and main lines south of Monterey Avenue, many of the oldest structures are in need of replacement. Here development has never been complete and many vacant lots are now overgrown and used for dumping. Some new construction has taken place and a few older structures,



Maple Park is a neighborhood of recently built single-family homes south of Ada Park.

particularly those west of Vincennes Avenue, have been well maintained. Vacant lots and those that will become vacant by the removal of blighted structures may be suitable for development of moderate cost housing.

At the southwest corner of the West Pullman industrial district some new residential construction is taking place in the midst of vacant tracts, junk yards, and some deteriorating older housing.

In all these areas, citizen participation in active community organizations can play an important role in preventing deterioration, upgrading the neighborhood, and enlisting the cooperation of public agencies in the elimination of blight.

Recreation

The Far South Development Area averages 1.16 acres of public park space per 1,000 persons, just over half the amount advocated by the *Comprehensive Plan* as a minimum target for the city. The area's 233 acres are distributed over 30 parks and playlots. Eight parks have over ten acres each, while 13 parks range between three and ten acres in size. Due to an uneven distribution of facilities, some sections of the Development Area are less well served than the above figures suggest while others benefit from a concentration of parks. The old core areas of Roseland and West Pullman, bounded by Halsted Street and Michigan Avenue, 107th Street and 121st Street have no public recreation spaces other than school playlots. The Dan Ryan Woods, a sixty-acre Cook County Forest Preserve, provides the principal public open space in the Beverly community.

Although low-density communities with predominantly single-family homes do not need public playlots at frequent intervals, local parks providing organized play and various community activities for children and adults should be available within walking distance. The *Comprehensive Plan* calls for the creation of new local parks in conjunction with existing or new school sites. This will ensure the maximum use of scarce land and make possible the joint use of some facilities by the Park District and the Board of Education. Mt. Vernon Park and Elementary School at 107th Street and Aberdeen exemplify such joint programming.



Underdeveloped tracts like this one in south Morgan Park offer excellent opportunities for new construction. Consideration should be given to including homes which families of moderate income can afford.



Pleasant walks wind their way through the Dan Ryan Woods forest preserve on the northwest corner of the Far South Development Area.

The parks and playgrounds already existing in the Development Area provide for a wide range of leisure time activities. There are seven fieldhouses, four swimming pools and many athletic fields, tennis courts, spray pools and smaller recreation buildings. Imaginative landscaping of these parks could do much to increase their use for passive recreation, especially by the large number of older people in the area.

A new park, covering one city block, is presently under construction at 117th Street and Ada Avenue. Another park is proposed to be located at 93rd Street and Eggleston Avenue. These facilities will add approximately 14 acres to public recreation land. 151 more acres of park land will be needed to achieve the *Comprehensive Plan* minimum. Within the Development Area, priority attention should be given to Roseland and West Pullman.



This new park, still in the process of construction, will help to provide much needed recreation space, and buffer parts of Maple Park against adjacent industry.

Education

The Far South Development Area is served by 33 public elementary and three public high schools. Public elementary school enrollment in September of 1967 was 23,383 of which 12,160 or 52 per cent was non-white. In 1965 the corresponding figures were 21,513 total enrollment of which 8,925 or 41.5 per cent was non-white.

The public schools are supplemented by 32 parochial elementary and high schools which in 1967 served a total of 21,320 pupils. These schools included Catholic, Lutheran and Greek Orthodox institutions.

Relatively few of the elementary schools were integrated. Social and racial isolation in schools deprives many children of learning experiences that would prepare them to live in a democratic society. The Board of Education is in the process of developing new methods and approaches to help overcome patterns of segregation. In 1967 a Head Start Program of the Chicago Committee on Urban Opportunity was operating in this area.

Eight of the 33 elementary schools in the Development Area are over 50 years old, while nine schools have been constructed since 1955. New school construction has not kept pace with the growing number of children. In September of 1967, 24 of the



The new addition to Ryder Elementary School, planned to eliminate the need for mobile units, will absorb needed play space. Further land acquisition would help to alleviate this problem.

elementary schools had enrollments in excess of the Board of Education's current standard of 33 children per classroom.

Twelve schools are now using portable classrooms which restrict existing outdoor space. The Board of Education is studying the needs of elementary education in all parts of the city in terms of teaching programs and facilities. New construction scheduled as a result of these studies should relieve overcrowding in this Development Area.

Public secondary education is provided by Fenger, Morgan Park and Harlan high schools.

The September 1967 enrollment of the three high schools totalled 9,785 students, representing the following degrees of utilization:

Harlan High School.....	144.5 per cent of capacity
Fenger High School.....	137.8 per cent of capacity
Morgan Park High School.....	116.9 per cent of capacity

The Board of Education is presently evaluating the need for additional facilities to relieve overcrowding at Fenger and Harlan high schools. A major addition to Morgan Park High School has recently been completed. Vocational education is offered at Simeon High School, just north of 87th



Morgan Park High School with its new wing on an expanded site reflects the constant efforts of the Board of Education to update its facilities.

Street near Halsted. Because of the lack of recreation space in the Far South Development Area and the limited size of many of its school sites, it is doubly important that future school and park development be planned jointly.

With many new approaches to education currently under study and review, it is possible that school forms and teaching methods representing a departure from traditional methods will soon be introduced in Chicago. Such innovative concepts as magnet schools, cultural-educational clusters, and increased emphasis upon continuing education would benefit all communities in the Far South Development Area.

A notable feature of this Development Area is the Catholic high school and college cluster occupying a quarter square mile at 99th Street and Pulaski Road. The public institution of higher learning in the Far South is the Fenger branch of the Chicago City College system. This junior college branch will eventually be included in the new southeast junior college to be located at 103rd Street and Stony Island Avenue.



Branch libraries, such as this one in Roseland, provide important educational and recreational services.

Libraries

The Far South Development Area is now served by three branch libraries, two in library-owned buildings, one in rented space, and four traveling branch library stops. The traveling branch stops, which are located in north Beverly, north Roseland, and West Pullman, do not provide an adequate level of service. Presently a long-range library facilities study is underway. This will detail the needs of the Area and of the city.

Social Programs

Social problems in the Far South Development Area are much less severe than in the older, denser areas of the inner city. Nevertheless, the need exists for a variety of social services if this area is to preserve its attraction as a good place for family life.

Less than three per cent of the Development Area's residents are receiving public assistance as compared with nearly six per cent of the city's population. Serving the social needs of the Far South are offices and institutions representing 33 different agencies which benefit different segments of the population.

A need exists in the Far South for many more day care facilities. This is due to a large influx of young families, many of which include working mothers. The 1967 report, *Day Care for Children in Chicago*, by the Welfare Council of Metropolitan Chicago, lists 21 day care centers in the area. These include full and half-day centers and licensed day care homes with a total capacity of 317 children. Based on 1960 population and income statistics, as well as on 1962 welfare statistics, the Welfare Council's report estimates that 4,200 children in the Far South Development Area may have a need for day care. Thus a priority project in this Development Area should be the provision of day care centers with fees adjusted to the ability to pay.

Juvenile crime rates in the Far South Development Area are among the lowest in the city. Yet, rivalries between juvenile gangs channel frustrations and tensions which occasionally result in violence. Private and public agencies working in the area hope to expand efforts to provide more constructive and positive directions for youth activities.

More leisure time opportunities for young people are needed in the Development Area. At present the Far South is served by one YMCA within its boundaries and by another located about one mile to the north of the Development Area. In addition to Chicago Park District activities there are a few leisure time programs provided by churches. Two of the elementary schools have Lighted Schoolhouse programs which provide social and recreational services in the evenings. The three branch libraries in the area also serve as meeting places and offer a variety of programs.

Considering the size of the Development Area, the number of youth-oriented recreational activities provided is insufficient. Many of the Area's institutions close their doors at critical times such as Sunday afternoons, are open only to members, charge a fee, or simply cannot provide the type and volume of services needed by a growing youth population.

A growing school drop-out rate intensifies youth problems since it is extremely difficult to find employment for persons without high school diplomas. There is also the problem of finding summer and part-time jobs for those attending school the rest of the year. The Auburn branch of the Southtown YMCA, located just outside the area, runs a tutoring program, as does the Bates Elementary School PTA; but these organizations are notable exceptions and their services cannot possibly reach all those who need them.

At present the Illinois State Employment Service runs a testing program for school drop-outs in various parts of the city, including the Far South, to evaluate their vocational aptitude and encourage them to return to school for training. There is also a Youth Opportunity Center operated by the State Employment Service located near the area at 81st Street and Western Avenue.

Efforts should be made to promote better understanding between people of different ethnic, cultural, and economic backgrounds. Community organizations can play an important role in the establishment of good intergroup relations. At present the United Charities Calumet District office in Roseland and the Lutheran Welfare South Area office in Beverly provide social and psychological counseling. As the number of young families increase, the area may well need more caseworkers and family counsellors. For maximum effectiveness these workers should be drawn from the local population whenever possible.

In the Far South Development Area, a slightly larger proportion of the residents is over 65 years of age than in the city as a whole. Four private homes for the aged are located in the Development Area, two in Beverly and two in Roseland. Their fees are adjusted according to ability to pay. Leisure time activities for older people are currently sponsored by five organizations.

Efforts should be made to insure that older persons can participate in meaningful ways in the life of their community. Activities of this nature might include volunteer work for community groups and hospitals, and foster grandparent programs.

Public Safety and Health

General health care in the Far South Development Area is for the most part provided in private facilities which do not employ specific service boundaries.

The *Comprehensive Plan* recommends the improvement of city-wide health facilities through three types of programs:

- A system of dispersed health centers to increase service availability.
- Expansion and improvement of mental health facilities and services.
- Better health services for the medically indigent through public contracting with private hospitals.

Roseland General Hospital, Roseland Community Mental Health Center, and five Chicago Board of Health infant welfare stations are located in the Far South Development Area.

The 1967-1971 *Joint Capital Improvements Program for the City of Chicago* includes several projects directed towards the improvement of environmental health in this part of the city. Among these are new sewers and sewer extensions and improvements to the Calumet East sewage collection and treatment plant and to the Roseland water pumping station. The active cooperation of industries and residents in enforcing the city's water and air pollution ordinances is necessary to maintain high standards of environmental health.

In 1967, the Far South Development Area ranked average to low in the city in its crime rate per population. Between 1966 and 1967, however, there was an increase in its crime rate. The Development Area is located within the 5th and 6th police districts. The 5th District station is within the area boundaries. The *Comprehensive Plan* recommends that this station be moved, and that a new area headquarters be built within the Far South in the vicinity of 103rd and State

streets. Current Police Department goals are to update equipment, to increase manpower, and to encourage better citizen support and cooperation toward crime prevention through an improved community relations program.

Eight fire stations are now located in the Far South Development Area. Six are scheduled to remain and two to be eliminated in the Fire Department's current modernization program. These changes will result in better service to all neighborhoods by highly mobile companies employing the latest fire fighting equipment.

Business

Traditionally in Chicago, shops needed for daily convenience, have located in strips along major streets. Uses such as paint suppliers, plumbers' yards and used car dealers often fill the spaces between major intersections. Commercial development in the Far South Development Area has generally followed this pattern. Many undeveloped or underdeveloped business frontages remain on such streets as Halsted, 95th, and 103rd. Recently action has been taken to rezone such vacant business frontages for residential use. This is a trend which should be encouraged. The *Comprehensive Plan* has stated that, for most parts of the city, the ribbon form of business development is obsolete.

The Far South Development Area is served by two regional shopping concentrations: Roseland at 111th Street and Michigan Avenue, and the 95th Street-Evergreen Plaza complex centered on Western Avenue. Evergreen Plaza, a modern planned shopping center with 110 stores and a two-



The Roseland commercial development along Michigan Avenue has retained much of its vitality as a regional shopping center. The development of a modern shopping mall here would be worthy of consideration.

level parking structure is just outside the city limits. Its presence appears to be an important factor in the continued vitality of the 95th Street commercial strip which extends almost without interruption from Ashland to Western avenues, and has one of the region's greatest arrays of stores for durable goods.

The Roseland shopping center is an example of the traditional commercial strip. However, some off-street parking facilities have been created in recent years, and businesses between 110th Street on the north and the Chicago and Western Indiana Railroad tracks on the south have maintained their vitality. Deterioration and vacancies are in evidence beyond these points. Since State Street provides a good alternate traffic route, the possibility of creating a pedestrian mall in the Roseland shopping center should be explored. Imaginative physical improvement could combat the economic decline commonly experienced by older centers.

The smaller community shopping concentrations which are distributed in strips throughout the Development Area would benefit from clustering in centers located at the intersection of arterial streets. Such a redistribution could clear street frontages of underused, vacant or deteriorating structures and make additional land available for residential or community service use. Compact shopping centers with off-street parking should be encouraged at 111th Street and Kedzie Avenue, Monterey and Vincennes avenues, Halsted and 95th streets, Michigan Avenue, and 103rd Street. Neighborhood convenience shopping would continue to be provided where it is needed throughout the area. An example of such a neighborhood convenience center was recently built at 95th Street and Eggleston Avenue.

Special service districts are recommended near the southwest corner of 87th and Halsted streets and in the vicinity of 115th and Halsted streets.



The many vacant commercial frontages which exist along Halsted and 95th streets could be used to provide sites for new housing.



Typical industrial development in the West Pullman district consists of older multi-story buildings. Off-street parking is not always sufficient.



Obsolescent neighborhood shopping strips tend to have a depressing influence upon their surroundings. The *Comprehensive Plan* recommends concentration of viable neighborhood businesses in a center with off-street parking facilities.

Industry

The major industrial concentration in the Development Area, West Pullman, is located between Halsted Street and Ashland Avenue, mostly south of 118th Street. It is served by spurs of the Penn-Central and the Illinois Central railroads. In addition, there is some industrial development intermittently lining the east side of the Chicago, Rock Island and Pacific main line, and the west side of the Illinois Central embankment south of 115th Street. The latter is part of the large Pullman-Kensington industrial complex to the east. There is also a small industrial concentration at the northeast corner of the Development Area adjacent to the Chicago Belt Railway.

The West Pullman industrial district dates back to the 1890's when a number of heavy industries began locating there. The district experienced a second period of expansion in the 1950's when ten new plants were established. Most plants have enough land for on-site expansion, and there is generally sufficient space for off-street loading and employee parking. The major industrial groupings represented in this district are primary metals, food, furniture, and electri-

cal machinery. In addition, there are bulk storage industries such as scrap dealers and junk yards. The district is well connected to the city's transportation networks through a number of railway spurs and through easy access to major streets and expressways. A drop forge plant north of 119th Street is the source of some noise and vibration nuisance in the neighboring Maple Park residential development. Smoke emission is not yet well controlled in this district.

Most of the other small industrial concentrations within the Development Area are isolated from residential developments by railway tracks or a major thoroughfare on at least one side. Off-street loading and parking facilities generally are sufficient, and most of these plants are compatible with nearby residential neighborhoods. Nevertheless, residential developers and industries should be encouraged to improve community environment by screening unsightly establishments from nearby homes. Landscaped buffer strips and attractive fencing can do much to enhance residential areas located near industry.

Transportation

Most residential neighborhoods in the Far South Development Area are relatively free from heavy traffic as the many curved and discontinuous local streets encourage through traffic to use major thoroughfares. However, the smooth flow of traffic on major streets is impeded by frequent intersection at grade with the many railroads running through the Development Area. These grade crossings are also safety hazards, and all should eventually be eliminated. Studies are recommended concerning the possibilities of phasing out railroad lines which are no longer needed as a result of railway consolidation or low service demands. Former rail rights-of-way may provide interesting opportunities for the creation of linear parks.

The Far South Development Area has excellent access to the metropolitan expressway system via the Dan Ryan Expressway. However, many of the principal streets which connect with the expressway system are in need of greater traffic capacities. The *Comprehensive Plan* proposes the following mile streets for upgrading to major street standards as part of a city-wide system: 87th, 95th, 103rd, 111th, 119th and 127th streets in an east-west direction; and State Street, Halsted Street, Ashland and Beverly avenues north of 103rd Street, Western,



Thirty-six major grade crossings impede traffic in the Far South Development Area and constitute a potential danger to drivers and pedestrians. Provision of more grade separation structures should be of high priority.

Kedzie, Pulaski and Cicero avenues in a north-south direction. Some sections of these major streets may be improved within their present rights-of-way, but in many cases street widening will be necessary.

Improvements are also proposed for the following secondary thoroughfares: 99th, 107th and 115th streets, the latter as far west as the Dan Ryan Expressway, Vincennes Avenue south of 103rd Street connecting with Ashland Avenue at 111th Street, and Martin L. King Drive south to 115th Street. These improvements should bring through traffic capacity of major streets to a level sufficient to eliminate excessive car movements in those residential areas where problems are created by narrow arteries in a grid system of local streets. Such areas include parts of West Pullman and old Roseland.

Rail service from the Far South to the central business district is provided by the Rock Island Railroad in the west of the Development Area, and by the Illinois Central electric lines in the east and south. CTA rapid transit service will shortly be available to the northeastern part of the area through the extension now under construction in the median strip of the Dan Ryan Expressway. At present CTA express bus service to the Loop is available from Mount Greenwood and West Pullman-Roseland during rush hours.

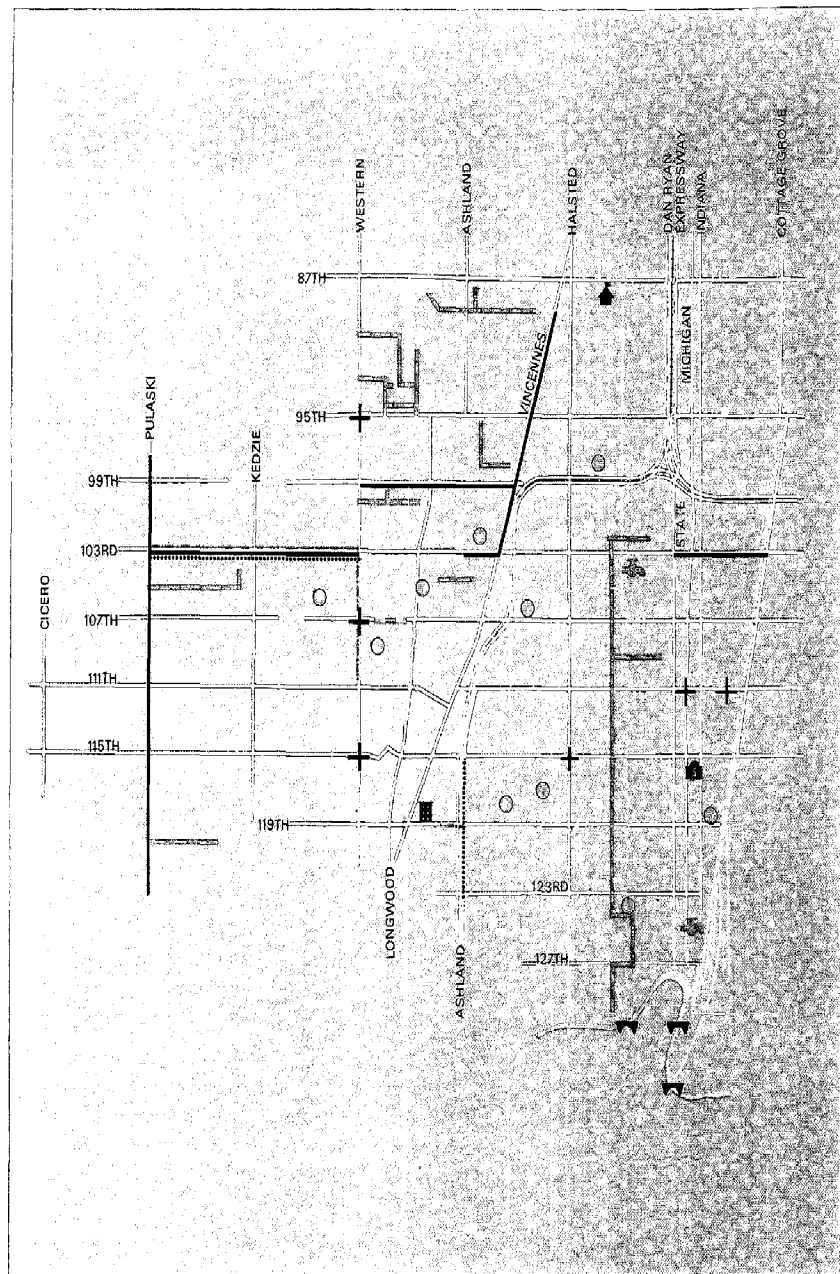


A busy railway line runs down 89th Street at grade while commuters' cars are parked on either side of the tracks.

Major Capital Improvements in the Far South Development Area

The map illustrates major projects included in the 1967-1971 *Joint Capital Improvements Program*, as well as a number of additional projects scheduled since completion of the report. The Capital Improvements Program covers a five-year period and is revised annually and submitted to the Chicago Plan Commission for approval. The Plan Commission, under the Inter-Agency Planning Referral procedure, also reviews each project prior to construction to insure that projects are in conformity with *The Comprehensive Plan of Chicago*.

The projects identified on the map are at three different stages of development: projects recently completed, projects under-way, and projects proposed within the next five years. Some area-wide projects, such as the recently completed comprehensive alley lighting program, are not mapped. In addition, several public agencies have initiated city-wide development plans which will result in additional recommendations for improved public facilities and services in this area.



Bridge and Viaduct Improvement



Street Improvement



Intersection Improvement



Street Lighting



Rapid Transit Extension



Water Pumping Station Improvement



Water Feeder Main



Sewer Improvement



Sanitation Facility (New)



Park Improvement



School Improvement



Public Housing



Environmental Patterns in the Far South Development Area

These illustrations indicate existing environmental patterns surrounding the Roseland shopping district and show two possible sketch plans aimed at the development of a more attractive and compact business center. Since most of the residential areas in Roseland are well maintained and should retain their desirability in the future, it is felt that the community's pleasantness and convenience could be enhanced by a simplification of through traffic patterns and improvements to its aging business core.

Alternative A emphasizes the development of a more compact and attractive business center along South Michigan Avenue. After the widening of 111th and State streets as called for in the *Comprehensive Plan* it should be possible to turn Michigan Avenue into a pedestrian mall. The fact that Michigan Avenue forms the high edge of the Roseland ridge could permit 111th Street to pass under the proposed shopping mall.

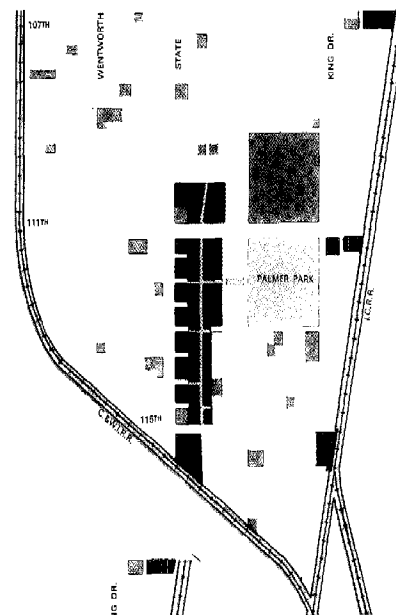
The business premises would be served from State Street and Edbrooke Avenue. Higher residential densities are indicated in the areas convenient to mass transportation, the business center, and the major open space of Palmer Park. Convenience shops are related to the commuter stops of the Illinois Central Railroad.

Alternative B carries further the proposals of Alternative A. The pedestrian mall along Michigan Avenue would be extended and connecting malls created for 113th and 115th streets. A walkway system would penetrate from the mall into the surrounding community to connect with a number of facilities such as schools, churches and libraries. A wide bridge with landscaping would connect Palmer Park and the Mendel High School campus. A pedestrian greenway could link expanded institutions along Wentworth Avenue.

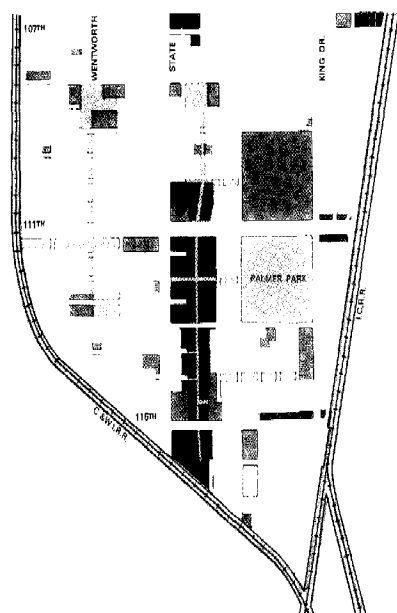
EXISTING



ALTERNATIVE A



ALTERNATIVE B



Residential

Business

Institutional

Park

Industrial

Summary

The map opposite this page is intended to provide a visual illustration of the major concepts and development suggestions of this report, and to show how each of these suggestions would fit into the fabric of the entire Development Area.

A. Residential neighborhoods in the Far South Development Area are generally in good condition. Attention to maintenance is needed to assure continued quality. Low housing and population densities should be preserved in most parts of the Development Area but greater densities might be encouraged where transportation lines provide sufficiently high accessibility.

B. Intensified code enforcement could improve the general quality of those areas with deficient housing. Both public- and private-initiative redevelopment programs should be encouraged in those areas where deficient housing is mixed with vacant tracts or with incompatible non-residential uses.

C. Recreational space in the Far South Development Area must be increased to provide a minimum of two acres per 1,000 people. Greater emphasis should be placed on the quality of park design. Whenever possible, new park land should be located adjacent to schools which have insufficient play space. Where rail rights-of-way can be phased out in the course of consolidation, consideration should be given to the creation of linear parks.

D. The maintenance and modernization of schools and libraries and the addition of playground space are important community needs.

Educational programs which contribute to the quality of life goals of the *Comprehensive Plan* through combatting racial and social isolation will be important.

E. A network of shopping centers meeting modern standards is proposed to consolidate and strengthen existing businesses and improve service to the people of the Development Area. There would be new centers as well as improvements to older viable strips where street closings might be used to create pedestrian malls.

F. Enforcement of air and water pollution ordinances should be intensified. Encourage the screening of unsightly commercial and industrial operations from adjacent residential uses by attractive fencing or by landscaped buffer strips.

G. The capacity of major streets will be improved to meet the standards of the *Comprehensive Plan*. Railways will continue to fulfill necessary functions in this Development Area. Efforts should be made to consolidate rail lines in such a way as to reduce the number of rights-of-way through the area and to eliminate grade crossings with major streets.

In every area of community service—recreation, education, public safety, environmental health, and social services—improvements are needed. In the Far South Development Area special emphasis should be placed on improvements to programs designed to meet the needs of youth, the elderly, and new residents of the community. Particular attention should be paid to stronger supportive services for presently disadvantaged groups.

Planning Framework Far South Development Area

Residential

Business

Institutional

Park

Industrial

A Community Maintenance

B Code Enforcement

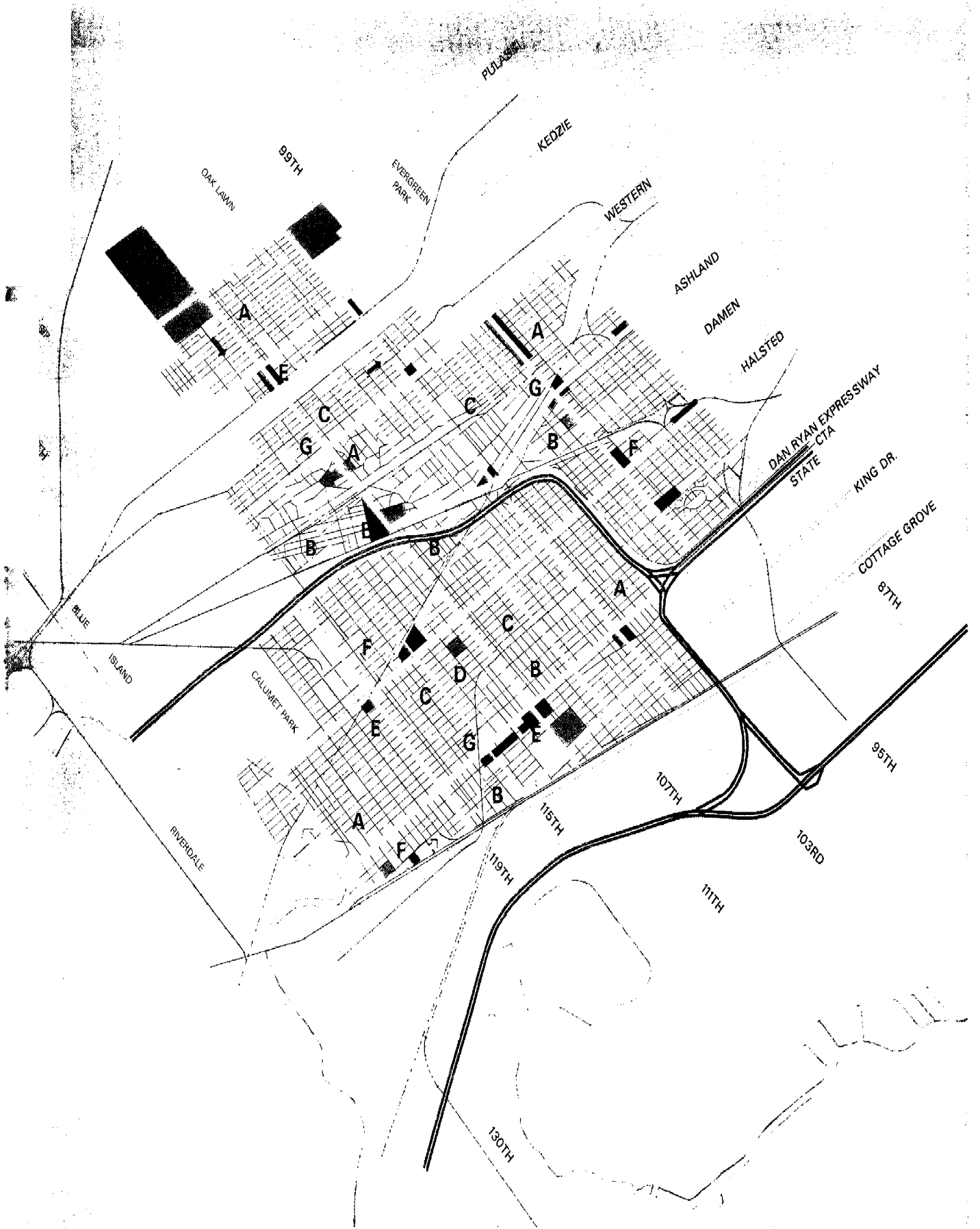
C Expansion of Park-School System,
Recreational Facilities

D School Modernization

E Business District Consolidation

F Environmental Control Enforcement

G Major Street Improvement,
Rail Line Consolidation



**Department of Development
and Planning
City of Chicago**

Lewis W. Hill
Commissioner

Robert W. Christensen
Deputy Commissioner

Jerral T. Harper
Assistant Commissioner

Martin R. Murphy
Assistant Commissioner

The preparation of this report
was the responsibility of:
Martin R. Murphy
Eric G. Yondorf

Among the department staff who
made significant contributions
to the content of this report:
Lisa Blair

Others who contributed to the report:
Robert Blumenthal
John G. Doolen
Peter T. Haverkamp
Dwight Scott
Thomas Kapsalis

Those who aided in the production of
the report:
James C. McInerney
Samuel Mazzone
Laurence T. Young, Jr.
Donald P. Granzin
Robert Hayes
Guy Herman
James M. Miller, Sr.
Robert J. Olry
William Salzman
Bernard J. Wagner
John H. Taaffe

Photographs:
Art Dahl
Eric G. Yondorf

Assisted by a grant administered
by the Renewal Assistance Office
of the Department of Housing and
Urban Development under
Section 405 of the Housing
Act of 1969.

This report has been prepared as a
discussion document. Many city
departments and agencies, private
organizations, and community groups
have already made contributions to
this report, and their assistance is
gratefully acknowledged. The
Department of Development and
Planning looks forward to continuing
and expanding these relationships in
the future, as Development Area
proposals are reviewed.

NOAA COASTAL SERVICES CTR LIBRARY
3 6668 14111772 3